AFFAIRS OF THE RAILWAYS.

Consolidation of Benefit Associations. Special to the Indianapolis Journal.

MATTOON, Ill., May 8 .- The Employes' Mutual Benefit Association of the L & St. L. Railroad Company held a meeting in this city to-night and appointed a committee of three to consummate a consolidation with the Bee-line asssociation, which appointed a similar committee at a recent meeting. The Bee-line has 1,000 members and the L & St. L. 236. Upon consolidation it is proposed that the paymasters of the two roads pay assessments for employes and deduct the amount from their wages. All I. & St. L. members will be solicited to ratify the action, a majority already having done so.

Personal, Local and State Notes. The Grand Rapids & Indiana road has been testing the McElroy method of heating trains by steam with good results.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, is to be in the city to-day on official business. G. M. Cummings has been appointed general

with headquarters at St. Joseph, Mo. The Ohio Falls car-works at Jeffersonville are ailding a number of first-class passenger coaches for the Louisville Southern road.

manager of the St. Joseph & Grand Island road,

President Mackey, of the E. & T. H. and P., D. & E. roads, is equipping his lines with the improved United States railroad track scales, manufactured in Terre Haute.

D. J. Mackey, president of the Evansville & Terre Haute road, has ordered the pay of the men in several departments advanced, surprising outsiders, as well as the employes. H. S. Mount, alternate delegate to the Order

of Railway Conductors' annual convention, went to Toronto to represent the Indianapolis di-vision, L. D. Baldwin being unable to go. Engine No. 611 on the Jeffersonville, Madison & Indianapolis road, on Monday hauled a vestibale train of five cars from Louisville to Indianapolis. 110 miles, in two hours and forty-eight

L. S. Allen has been appointed Northwestern passenger agent of the Baltimore & Ohio, vice T. H. Dearborn, resigned on account of ill health. H. W. McKewin will look after that company's business at Chicago.

Buffalo papers which are busy making slates

for the Erie road say that J. R. Shaler, superintendent of the N. Y., P. & O., is to be made general manager of the Erie, and that C. A. Pearce & Co., who built several public buildings in this State, the court-house at Lafayette being of the number, have been awarded the contract to build the extensive shops which the Louisville & Nashville are to erect at Decatur,

Wabash engine 1006, on Friday last, hauled Superintendent Wade and other officials of the road from Lafayette to Peru, seventy-two miles, in sixty minutes. C. Hamilton was on the foot-board, one of the veteran engineers on the

The steamers which the Wabash propose to put on, to run between Toledo and Buffalo, will sarry grain and general freight. The details of the arrangements are kept secret. Trouble is looked for in rate matters when they begin

East-bound traffic over Chicago roads showed a decrease again last week. Of the business forwarded the Vanderbilt lines carried 35.1 per cent.; the Penusylvania lines, 26.4 per cent. The C. I. St. L. & C. just now cuts no figure

The Lafayette car-works commenced deliverng cars, this week, on their contract with the Chicago, Burlington & Northern. These cars are models, strongly built, 50,000 pounds capacity, thirty-four feet long, trussed with one and one-half inch rods.

The syndicate controlling the Chicago & East-ern Illinois road and the Chicago & Indiana Coal road have struck a legal snag, and work on the construction of the link which was to connest the two has been suspended pending the action of the Illinois Legislature.

The Lake Shore road has two construction trains at work dumping dirt into a sink hole pear Sedan. Twenty years ago the company had a great deal of trouble with this sink hoie, but finally got solid ground for their track; but a few days ago it again commenced going down.

The Lake Erie & Western contemplates the substitution of iron for wood in nine spans at four different crossings of streams. The Keystone Bridge Company has the contract for the substitution of iron trusses in the place of eight Howe truss spans of 150 feet each over the Sandusky at Fremont, O.

President Ingalls tells the friends of the Chesapeake & Ohio goad in the East that the bridge over the Ohio river at Cincinnati will be completed, and their track laid into the Grand Central Station, Cincinnati, by Jan. 1, 1889.
One span of the bridge will be 550 feet in length and two spans 490 feet each.

The immigration commission of New York has notified the trunk lines that they must each have a representative of their own at Castle Garden. The New York Central, the Pennsylvania, the Baltimore & Ohio and the Erie have appointed C. F. Doan, former joint agent, as their representative. The Lackawanna will ap-point an independent agent.

Chairman Daniels, of the passenger department of the Central Traffic Association, has notified the general passenger agents of the roads in the association that the Grand Trunk railway, the Chicago & Grand Trunk road, and the Detroit, Grand Haven & Milwankee have again cast in their lot with the Central Traffic Association. Another effort is to be made to bring the Ohio, Indiana & Western into the as-

The Pennsylvania and the Vandalia decline to close their office on South Illinois street. and as a consequence the Bee-line people will not close theirs. The Pennsylvania people claim that they are obliged to keep the office open to protect them against the scalpers, and that at the same time it is a paying institution. In the year 1887 nearly \$8,000 worth more of tickets were sold than in 1886, and this year the

record of 1887 promises to be beaten. At the coming annual convention of the traindispatchers a new feature will be introduced. that of a mutual benefit branch of the organization, to be known as the American Train-dispatchers' Mutual Benefit Association. Any nember not over fifty years old can become a member of it and share its benefits, providing he is in good health and free from disability. The admission fee is to be \$2.50, and an assessment of \$1 is to be levied on all members on the death of a member and proof of claim.

District Passenger Agent Fisher, of the Cincionati, Hamilton & Dayton lines, on Monday dropped down on the Evansville & Terre Haute road and gathered in between Evansville and Terre Haute about nine hundred Knights of Pythias who will take the Vandalia and the Cinsinnati, Hamilton & Indianapolis roads to attend the coming annual convention to be held in Cin-cinnati. I. D. Baldwin, of the Monon, has secured several thousand in the Northwest and northern Michigan who will come over the L. N. A. & C. to Indianapolis, and then go over the C., H. & I. to Cincinnati.

Western roads have been notified that the Philadelphia & Reading road, after a sixty-days' trial, has abandoned the per diem charge for cars and will return to be old mileage system. Balances were against it. On other roads the per diem system is proving quite satisfactory. Statistics furnished by the West Shore show that in February on that road the cars of the twenty-eight roads that have adopted the per diem car charge had an average mileage per car per day of 24.5, against 20.6 last year, when the old mileage system prevailed. The period of detention has fallen from 6.6 days to 5.6 days. West Shore cars on lines adopting the per diem system have increased their daily mileage from 24.7 to 32 miles, and lowered their detention from 5.5 days to 3.7 days. These figures show that the car movement is accelerated under the new plan about 20 per cent; in other words, that four cars will now do the work of five.

Miscellaneous Notes. The London & Northwestern road, of Ennland, gives employment to 55,217 persons. The Algoma branch of the Union Pacific road will be opened for business on the 15th of this

The Wason car manufactory at Springfield, Mass., is building a palace car for King Louis of Portugal, to cost \$18,000.

The friendly alliance which has been formed by the Atchison, Topeka & Santa Fe and the Missouri Pacific, it is thought, will prevent any further disruption of rates. A lively passenger rate war, east from San Francisco, is now in progress, and cuts of \$3 to

\$7 are made on each ticket. Thus far the Union Pacific has taken no part in the fight. The Pullman Company has \$3,000,000 of good securities drawing interest, besides the large

surplus reported in the treasury. An official of the company states that their earnings from Bleeping-cars are again large. The Eric railway has leased the right of way of the unfinished New Castle & Shenango Valley

railroad, and will push the line to completion.

By this arrangement the Eric will have a road from New York to Pittsburg by July 1. Of the 1,112 miles of main line owned by the Chicago & Alton, 1,010 of it is laid with heavy

broken stone and cinders. The ballasting with stone cost \$1.958 a mile, with cinders \$1,000 a

An interesting bit of history concerning the Atchison, Topeka & Santa Fe was developed during the recent Pacific railroad investigation. Mr. Holmes, the attorney for the Kansas Pacific road, stated that, in 1877, the Kansas Pacific company was annoyed somewhat by the competition of the Santa Fe road, and at that time his clients seriously considered the advisability of acquiring the control of this new rival. He stated that this result could have been accomplished with an outlay of \$40,000, but in eleven years the A., T. & S. F. has expanded from an insignificant line into the largest rail-road system in the world.

LETTERS FROM THE PEOPLE.

The Knightstown Gas Wells.

To the Editor of the Indianapolis Journau In your summary of the different gas wells in the State in your issue of yesterday, you left Knightstown intirely out of the list. This one of the best gas towns in the State. We have six splendid wells and an abundance of gas for all purposes. The mains were laid through the streets last fall and every house in town has been using it for lighting and heating purposes all winter. The beautiful and pictursque location of Knightstown, surrounded as it is by great natural resources, with an abundance of natural gas for any and all purposes, its low taxes, its fine graded schools and refined and intelligent society, makes it a very desira-ble location for all kinds of manufacturing establishments for which superior and advantageous inducements are offered. W. K. WAGONER. KNIGHTSTOWN, May 8.

A National Election Law.

fo the Editor of the Indianapolis Journal: Election abuses are reported under the various State regulations. A peaceful reform is preferable to mere seditious agitation. While two score systems of casting, counting and returning prevail, a charge made by citizens of one State against the election methods of another State is met with the query, "What are you going to do about it?" A national wrong should have a remedy by due course of a national law. The confederates deny to Congress implied powers, but the power to make or alter the means of securing a free vote and fair count is express. (Article 1, Section 4.) This power may be exercised at any time and to any extent. (100 U. S. Rep. 371.) A complaint of abuses, however well-grounded, is fully met by a plank in our platform to this effect, touching the election of Congressmen and presidential electors. "We favor the passage by Congress of a general and uniform election law under the pro-visions of the national Constitution, securing to every one entitled to the elective franchise, 'a

free vote and a fair count." If such a law was passed the equity of its provisions could be fairly discussed without the odinm of local comparison. S. P. THOMPSON. RENNSELAER, May 6, 1888.

The Indiana Gas Towns and Wells. To the Editor of the Indianapolis Journal:

I notice an article in this morning's Journal entitled "The State's Great Wealth," in which reference is made to the production of natural gas. A list is given of a few of the gas towns with the number of wells and the total capacity. Now, as I am in a measure responsible for the figures given by Prof. Collett, and as great injustice has been done the natural-gas towns and the whole State, in fact, I desire to say that the figures given are not reliable, with possibly a few exceptions. The data was obtained by Prof. Collett for another purpose than publica-tion, and at a time and under circumstences that rendered it impossible for me to give exact data. He was repeatedly informed that the estimates given were not even approximately correct. With a knowledge of all the circumstances he publishes this guess work list as a result of his own examination. Had it been result of his own investigation should have had nothing to

but as he can throw responsibility upon my shoulders I deem it only ustice to myself to make the above statements. The figures were not intended for publication, and if used for the purpose for which they were procured could have done no harm, for if published at all they would have first been compared with my complete report now on file with the United States Geological Survey at Washington. I repeatedly declined to give estimates of the capacity of the wells as I could not give from memory anything reliable. Owing to the friendship existing between us I could not well refuse to give him a rough estimate when informed of the purpose for which they were intended, but repeatedly informed him that they were only guess work. The Sheridan and Fisher's Station wells he is responsible for. I suggested that he could procure some exact data from the Trust company, the Broad Ripple company and the Capital City company, but no effort seems to have been made to secure such data for the list as published is es-

sentially the same as when seen by me, no towns having been omitted from his list. If Prof. Collett will vouch for the accuracy of the figures given then I will have nothing to say. I have from time to time given lists of the gas wells for publication, but in all cases I have endeavored to give figures as nearly exact as possible. Many towns have been omitted from his list, some having wells as large as any of the towns named. If the list had been secured in any other manner I should have made no criticism, however much it may be in error, but under the circumstances justice to myself demands the above statements. MUNCIE, May 7.

Italian Rule or Home Rule-Which?

To the Editor of the Indianapolis Journal: The recent action of the Sovereign Pontiff in officially condemning the "Plan of Campaign." and other expedients found necessary to be resorted to by the people of Ireland to meet the methods of their oppressors, has called forth much comment from all quarters. Unhappily it is not the first time that the heads of the Catholic Courch have thought proper to reccord themselves against the just aims and aspirations of the Irish people for better government, and in the interest of their centuried foes. The fealty of that people to the church of their choice, and their belief, and their natural reluctance to disregard the orders of its head. even in matters worldly, have been too often used as instruments against them to thwart every measure for their political and material advancement Rome has too often shown a willingness to please the titled Catholic scions of English nobility and rank, even though it entailed the ruin and degradation of millions of the poor and faithful of Ireland. The writer, however, believes that the time has long since gone by when an unfriendly, impertinent message from Rome would turn that people aside from the peaceful path to freedom they have been so long and so steadily pursuing. They present a firm and unyielding front themselves, for the recovery of their long-lost place among the nations, a united people as if with one voice peaceably pleading in the great court of right and reason to be permitted to manage the affairs of their own land. By the simple force of the fairness and justice of their claims they have won to their aid the people of Scotland and Wales and even one half of those of England proper itself. They have won to their side the aid and advocacy of most of the great liberal minds of Great Britain, headed by its greatest statesman. They bave won to their cause the public opinion and good will and God-speed of all the liberty-loving people of the world in the heroic fight they are waging for their rights against powerful odds. They have arrayed against them the decaying remnants of old-time English Tory despotism the dukes and the earls-those who are so darkened by dotage, and blindness, and bigotry that they are unconscious that the world moves -and still cling to the belief that God made the earth and the mass of its people for them and

liberality through the centuries.

What will Ireland do? Are the progress and the gain she has made through long years of patient, uncessing effort to be now abandoned at the dictation of even the head of the Catholic Church in Rome! Will she permit herself to be thrown back as it were from the very portals of the temple of liberty she has reached by so much toil and sacrifice at the instance of a buil from Rome secured through English Tory intriguel I am confident we can trust the Ire-land of to-day to do the right and proper thing to be done in the premises without surrendering one jot of its religious or political creed-withone jot of its religious or political creed—without any faisehood to God or itself. I believe that were the Irish people now driven from their purpose by a papal mandate, they would be little entitled to sympathy and support in the future, and we might well despair of any high place for them among the family of independent, self-respecting nations. The friends of Ireland might then regretfully exclaim, in the passionate words of the poet as

their kind alone; and that they still have a di-

vine right to rule and own them. With the

latter the Roman Pontiff seems to have east

his great power and influence. The situation

indeed is aggravating, whichever way one looks at it. The successor of Christ the champion of proud, arragant power and rank, and against the people, and those who

are trying to improve their condition. Curious

commentary on the vaunted advance of man in

the time of the passage of the infamous act of

"Thou art chained to the wheel of the foe By links which the world cannot sever. With thy tyrant, through sun and through storm

thou must go, And thy sentence is bondage forever. I do not, however, fear the despairing wail of the bard will be realized in the action of the lreland of to-day. I believe the Irish people will firmly show that Rome cannot by its presump tuous pronouncements either swerve them from the faith of their fathers, nor move them an inch from their Plan of Campaign for the improvement and elevation of their country. MAY 3, 1888.

The Electric-Light Bids. To the Editor of the Indianapolis Journal The bids for electric-lighting having been

made public, it is probably within the bounds of propriety to discuss them publicly. The Journal does not state number of lamps contemplated by the Thompson-Houston Company's bid, but judging from amount of their gross bid they intend to furnish about the same

The specifications prepared by the city engineer require a plant that will "insure the lighting of streets, avenues, alleys and public grounds as well as they are now lighted." Do the

number as the other companies.

propositions conform to that requirement? The territory now lighted is about 4,310 acres, now served with light by 2.644 gas and 241 oil lamps. Each company proposes to substitute about 450 are and 100 incandescent electric; lights for the same purpose. Discussing the arc lights by themselves. I find that the average area to be served by each is about 91 acres. equal to 413,820 feet; the average distance apart. then, of the arc lights will be the square root of this, or 643 feet. But it is proposed to light about 400 squares at each street intersection, thus placing say 350 of the lamps one-tenth of a mile or 528 feet apart. The other 100 lamps will therefore be (on the average) 1,045 feet

Now the radius of the effective lighting area of a 2,000-candle power are light is 200 feet; i.e., such a lamp will effectually light a circle whose diameter is 400 feet, when hung at the height above the ground (30 feet) required by the specifications. Simple subtraction soon shows that the lamps 528 feet apart will leave a portion of each square 128 feet long insufficiently lighted, and those 1,045 feet apart, a space of 645 feet, much of which will be ir total darkness. And on the residence streets, where there s a line of dense shade trees along each curb, the sidewalks, for seven to eight months each year, will be in almost total darkness their entire length. The small number of incandescent lamps (100) would indicate that, in order to make them "go around," they are to be placed

at alley intersections, hence the streets will derive no benefit from these lamps at all.

The city of Columbus, O., has one street lighted with Thompson-Houston are lights about four hundred feet apart. It being a business street without trees, the lighting is quite satisfactory. The city of Lafayette, Ind., is lighted throughout by Brush lamps 330 feet apart in the husiness district and 600 feet or feet apart in the business district, and 600 feet or more apart in the remainder of the city, and it has been found necessary to use the gas lamps wherever they occur at intermediate points. The sidewalks bordered by trees are absolutely dark except where gas lamps have been relight-

Many will ask why are such large power lamps of so little long distance effectiveness? The answer is that the intensity of light diminishes proportionately to the square of the distance, and the effectiveness even more, owing to aberrations of the atmosphere; hence, while the 2,000-candle-power light will, at a distance of 200 feet, afford a light of about the intensity of average moonlight, at 300 feet the light will be proportionately four-ninths, or less than half and at 520 feet, four-twentysevenths, or about one-seventh. How do the people of the outlying residence districts like this? For they already are better served with light on the present system. If the requirement of the speci-fications means, as it should mean, that no spot now lighted shall receive less light than at present afforded, then is it not plain that the proposals are made in direct violation of the letter and spirit of that requirement?
W. K. ELDRIDGE, Civil Engineer.

Household Hints.

Cold sliced potatoes fry and taste better by sprinkling a teaspoonful of flour over them while

When making anything with sour milk, add the soda last, or put it in last, so as to save all Bread pudding may be varied by the addition of cocoanut. A cupful of freshly-grated cocoanut, or of the best desiccated, is a sufficient al-

lowance for a quart pudding. Shady places may be made attractive with a "wild flower garden," the seeds of which, composed of a mixture of larkspur, mignonette, marigold, foxclove, candytuft and poppies, can be procured at any seed store.

Angel cake should be baked in a moderate oven and handled about like sponge cake. When cake is mixed run a knife around the edge of the dish and mix in thoroughly all the bits of dough. If they are scooped into the baking tin without thorough mixing they will make a heavy streak in the cake.

HUMORS of the stomach, salt rheum and blood disord ers are cured by Ayer's Sarsaparilla.

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THE ENTERTAINMENT OF JARLEY'S WAX works, on Friday evening, at the lecture-room of the First Presbyterian Church, promises to be very successful. An original humorous sketch will also be presented by Mr. Frank Richards and Mr. Harry

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No newspaper in the West is, more widely or more svorably known than the Indianapolis Journal. By the display of enterprise and strict attention to the wants of the reading public, it has taken a leading position among the most prominent journals of the country, and is certainly among the best. Among the newspa persof the State it is pre-eminently the best, and Indiana readers can nowhere else find what they want in the way of State and local news. It circulates largely in every county in Indiana, and has correspondents in every town and village of importance. Its market reports are prepared with the greatest care possible, and no pains or expense are spared to make them accurate and absolutely reliable. It is the only newspaper in the State owning and pubishing all the news furnished by the two great press associations (the Western Associated Press and the United Press), in addition to which it furnishes an abundance of special service from all the principa cities of the country. It has been, and will in future be, the aim of the publishers to make the INDIAN-APOLIS JOURNAL a perfect and complete newspaper, deficient in no department or particular. The paper challenges comparison with any of its contemporaries.

The approach of the great campaign of 1888 renders it desirable for every citizen to have a first-class newspaper; in fact, it will be impossible for him to keep fairly abreast of the times without such a paper Great political battles are to be fought in the State and Nation, and their conduct and progress the Jour-NAL will carefully record. No Indiana reader, cer tainly no Indiana Republican, should be without the JOURNAL in the coming campaign. While it is thor oughly and soundly Republican in politics, devoted to the interest of the Republican party, the JOURNAL will not allow its news to be colored by partisan bias. but will give the news of the day without fear or favor. The present session of the national Congress will be among the most important held in recent years, and questions of great national moment will be considered. Every citizen is interested in the pending legislation, and can keep himself thoroughly posted by a perusal of the JOURNAL'S news columns.

in which the doings of Congress will be fully reported. In addition to its news features the JOURNAL regales its readers with the productions of some of the best known literary men and women of the day. Many of the most celebrated magazine writers and authors are contributors to its literary columns, making it a paper for the household and home circle. Special arrangements have been made for features of this character, which will appear in the JOURNAL during the coming year. These appear most largely in the SUNDAY JOURNAL, which is a special edition, and can be subscribed for and received exclusive of the DAILY

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South Tennessee street. C. K. WASSON, Agent, 24
South Pennsylvania street.

COMMISSIONER'S SALE OF REAL ESTATE IN County, in the Circuit Court. Ex parte Delana Cordray et al.—Notice is given that I will sell, by order of said court, the real estate in Indianapolis owned by James C. Cordray, deceased, at his death. That from the 16th day of May, 1888, until the 7th day of June, 1888, I will hold the same at private sale, and will receive offers and sell through Edward Gilbert, room No. 6, Vinton Block, and the realty then unsold will sell at public sale, at the premises, beginning on the 7th day of June, 1888, at 9 o'clock a. m., and continuing from day to day until completed.

completed.

Terms-One-third cash, and one-third at one, and one third at two years from the day of sale, secured by notes of purchase at 6 per cent. interest, waiving valuation and appraisement laws, and bearing attorney's fees. The purchaser to have possession on confirmation of sale, and pay taxes and assessments The following is the real estate to be sold, to-wit: In the Highland Home addition: Lots Nos 5, 6, 7, 8, 9, 10, 13, 16, 18, 19, 21, 25, 33, 34, 35 and

In Lippincott's subdvivision of lot No. 43: Lots Nos. 46. 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 and 57. In Yeiser's subdivision, Lot 123: Nos. 27 and 29 Downey street. In Hubbard's addition, Lot 15, Block 2: No. 104 South Linden street.

In Sorrins' subdivision, lot No. 1, being thirty feet off Lot 43: No. 134 East St. Joe street.

The Highland Home lots are located as follows:
Eleven (11) lots on Walcott street, and five (5) lots on State avenue; and lots Nos. 8, 18 and 21 are im-

The lots in Lippincott's subdivision are located: Seven (7) lots on State avenue, and five (5) lots on Wacott street. he St. Joe, Downey and Linden-street lots, Nos.
1, 123 and 15, are improved.
Private sale will be made at best price not below appraisement, and public sales made on satisfactory bid not below two-thirds of appraisement. Certificates of purchase will be given on payment of the cash sum and executing the notes for the deferred sums, entitling to a deed on confirmation of sale and

JOS. C. SMALL, Commissioner.

The public sales will be held as follows.

At Nos. 27 and 29 Downey street, at 9 o'clock a. At 104 South Linden street, at 10 o'clock a. m., At 134 East St. Joe street, at 2:30 o'elock p. m. Highland Home addition lots and Lippincott's sub-division lots at 9 o'clock a. m., June 8, and continue until all are sold. Sale will commence at corner Waloott and Carter streets.

Dated the 9th day of May, 1888.

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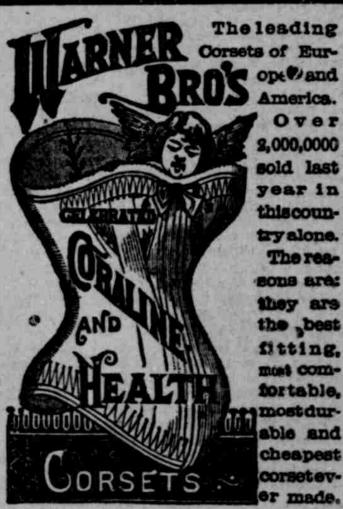
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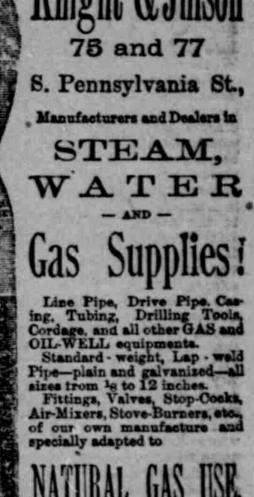
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